

50X1-HUM

SECRET

German Democratic Republic

## LIQUID FUEL DELIVERIES FOR THE GERMAN ECONOMY

[redacted] deliveries of liquid fuels to the German economy during the month of December 1950. [redacted] because of the extremely high increase in export shipments, the regular supply of liquid fuels for the GDR was greatly delayed in December 1950. In order to make arrangements to expedite these shipments, a conference was held on 28 December 1950 between Haas, director of the Factory Liaison Office of the DKMZ (German Fuel and Petroleum Central Office) in Leipzig, Eckstein of the DKMZ in Berlin, and Leidholdt of the Tank Car Control Office. [redacted] the fourth quarter liquid fuel shipments which had not yet been delivered as scheduled were: 1,800 tons of gasoline, or 120 50X1-HUM tank cars, to be delivered by Boehlen Gasoline Plant; 2,000 tons of gasoline and 1,500 tons of diesel fuel, or 235 tank cars, by Zeitz Hydrogenation Plant; 300 tons of gasoline, or 20 tank cars, by Leuna Chemical Plant; 1,200 tons of diesel fuel and 200 tons of gasoline, or 95 tank cars, by Roesitz Synthetic Fuel Plant; 450 tons of diesel fuel, or 30 tank cars, by Goelzau Synthetic Plant; 300 tons of diesel fuel, or 20 tank cars, by Luetzkendorf Petroleum Plant; 450 tons of diesel fuel, or 30 tank cars, by the Koepsen Tar Processing Plant. The total deliveries still due for the month of December thus amounted to 8,200 tons or 550 tank cars of liquid fuel. 50X1-HUM

[redacted] in terms of tank cars, the GDR shipment quotas were completely fulfilled by the Tank Car Control Office, since all required tank cars were ready for loading at the above plants by 31 December 1950. [redacted] for those plants which did not completely fulfill their delivery quotas, the cause was always attributed to shortage of products. 50X1-HUM-HUM

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